MVRTA

ANNUAL REPORT

Fiscal Year 2008

July 1, 2007 – June 30, 2008

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Message from the Chairperson

On October 11, 1974 the chief elected officials from the Cities of Lawrence and Haverhill and the Towns of Methuen, North Andover and Merrimac met and voted to form the Merrimack Valley Regional Transit Authority. In that first year following the enactment of Chapter 161B of the Massachusetts General Laws, the enabling statute that authorized the information of Regional Transit Authorities, four other RTAs were formed thus making the MVRTA one of the original five Authorities established under this new statute. In establishing the MVRTA recognition was given that a locally formed, locally controlled organization would be available to assist member cities and towns in not only providing public transit services that would best meet local needs but also in the construction and management of the infrastructure to support these services.

The local officials that comprise the MVRTA Advisory Board are well aware of the need to maintain essential public transportation services. The Board also recognizes that the provision of services to member cities and towns is a cooperative effort involving member communities, the Commonwealth of Massachusetts and the Federal Government.

The regional foundation of the MVRTA has allowed member communities to work together to provide public transportation services and infrastructure that are needed in support of the economic, educational, recreational, social development of the Merrimack Valley.

Charles Boddy, Jr., Esq., Chair
MVRTA Advisory Board

MVRTA ADVISORY BOARD

Member/Municipality	Representative
Amesbury	Mayor Thatcher Kezer (Member)
Andover	Reginald Stapczynski – Town Manager (Member) Paul Materazzo, Director of Community Development (Designee)
Boxford	Charles J. Costello, Chairman, Board of Selectmen (Member)
Georgetown	Matthew Vincent, Chairperson, Board of Selectmen (Member) Stephen Delaney, Town Administrator (Designee)
Groveland	Elizabeth A. Gorski, Chairperson Board of Selectmen (Member)
Haverhill	Mayor James Fiorentini (Member) John Pettis, City Engineer (Designee)
Lawrence	Mayor Michael J. Sullivan (Member) Charles Boddy, Jr. Esq., City Solicitor (Designee)
Merrimac	Carol A. Traynor, Chairperson, Board of Selectmen (Member) J. Leonard Bachelder (Designee)
Methuen	Mayor William Manzi (Member) Karen Sawyer, Director of Community Development (Designee)
Newbury	Vincent J. Russo, Chairman, Board of Selectman (Member)
Newburyport	Honorable John Moak (Member), Cheryl Robertson, Chief of Staff (Designee)
North Andover	Mark H. Rees, Town Manager (Member) Curt Bellavance, Director of Community Development (Designee)
Rowley	David C. Petersen, Chairman, Board of Selectmen (Member)
Salisbury	Neil J. Harrington, Town Manager (Member)
West Newbury	Albert H. Knowles, Chairman, Board of Selectmen (Member)

MVRTA STAFF

Joseph J. Costanzo, Administrator
Mary Ann Bergeron, Director of Finance
Priscilla Schiavoni, Administrative Assistant

Highlights and Accomplishments: Fiscal Year 2008

A. Capital Program

1. Five Year Capital Program
   The Authority updated its 5 Year Capital Improvement Program for the period FY2009-2013. Included are new bus purchases, maintenance facility renovations, construction of Transportation Center in Amesbury, design and construction of Intermodal Parking Facility in Haverhill, design and construction of Lawrence Gateway project.

2. Transportation and Economic Development
   The Authority is engaged in several transportation / economic development projects which, when completed, will assist in completing local economic development initiatives.

   a. *MVRTA Transportation Center/Amesbury*
   This project would be a bus only facility and would be constructed within a designated redevelopment site. The site was selected in FY 2000 after evaluation of several local sites. The facility would have room for MVRTA local buses that serve Amesbury and Newburyport. Providers of bus service to Boston will be using this facility, and a several municipal services including youth and Veterans services as well as the senior center will be located within the facility. Final Design continued during the fiscal year with the site and building shell reaching the 90% design milestone. The design of the interior fit out is at the 75% level and is continuing. The property was purchased in May 2008.

   Various FTA grants already approved equal $4,285,815, and $1,318,065 is pending approval. The entire 20% match is pending approval at the EOT ($1,125,970).

   In FY 2009, the interior fit out design will be completed as well as efforts in obtaining the 20% match will continue. Obtaining this match will allow application for the remaining FTA funds to proceed. Interim demolition of existing buildings could also proceed. The entire project would be bid for a Spring 2009 start of construction late in the fiscal year.

   b. *Final Design for Intermodal Parking Facility in Haverhill*
   Following the completion of the site selection study in Fiscal Year 2007, funding efforts during Fiscal Year 2008 included completing Federal and State funding requirements in order to obtain Federal and State funding to initiate final design. A RFP process was also completed to obtain a final design firm.

   With all funding requirements completed and funding in place, final design would start on July 1st. The project team would include the Engineering firm, STV, Inc. in association with Lozano, Baskin Architects. Oversight will be provided by SEA Consultants with Peter Canny as Project Manager for MVRTA. The design of this facility is connected to the Phase 2 Relocation Study (explained below) in terms of planning, funding, environmental approvals, and economic development benefits.

FTA Grant MA-04-0024 was submitted and would be awarded in August. The EOT 20% match through the Intermodal Transportation Center Program was awarded in June. Final Design will take eighteen months to complete.

c. *Preliminary Engineering for Relocation of MVRTA Transit Station at Washington Square, Haverhill*

As an outgrowth of the original Intermodal Parking Facility PE site selection effort, a companion PE study was initiated. The purpose of this PE effort was to determine whether the Washington Square Station could be relocated to another site. This preferred site is the so-called "Nofsker Site" composed of two parcels, one owned by Kifor Development and the other owned by Historic New England (Society for the Preservation of New England Antiquities). This relocation PE effort is also connected to the Transit Parking Facility by adding the important bus component and creating a Transportation Center Complex composed of bus, commuter rail, and transit parking. The funding, environmental approvals, planning rationale, and economic development benefits are supported by this relocation.

FTA Grant MA-90-X479-02 and the 20% match from the EOT ITC program were used to prepare this PE effort.

At the end of FY 2008, the relocation of the station to the so-called "Nofsker Site" was found feasible. The next step would continue discussions with the property owners and prepare for final design. These steps would take place in FY 2009.

d. Lawrence Gateway Project

In October 2005, the MVRTA, the City of Lawrence, and Gen Corp executed a Memorandum of Agreement that outlined the process to complete the Lawrence Gateway Project, bordered by General Street, Prospect Street, and Canal Street and Union Street. The 8+ acre GenCorp site and the 2+acre Oxford site are envisioned as a 970 car surface lot and passive park respectively. This project would provide needed infrastructure to fully develop the Everett Mill and surrounding area. During the fiscal year, HUD and Federal Transit funds were used to initiate preliminary design of the surface parking lot and demolish Building #4, the last remaining building of this former industrial site. In addition, a RFP was issued to obtain the services of a landscape architect to design the passive park segment of the project. Also, the permitting process for the surface parking area was being prepared and submittals continued in FY 2008.

In Fiscal Year 2008, Phase I Construction would be bid in the first half of the year. This Phase is the installation of the stormwater run-off collection system. This system would isolate the underground raceways from stormwater infiltration and allow GenCorp to complete its final phase of site remediation. Design of final Phase II will be completed January 2009, and completion of the project would be December 2009.

In Fiscal Year 2009, steps were taken to obtain Federal and State funding to complete design and construction. FTA grant MA-04-0031 for $2,294,000 would be approved by September 2008. The other FTA grant consisting of transferred FHWA (HPP) funds for $1,725,650, due to special transfer processes involving the Treasury Department will not be made until

October 2008. Two FY 09 Federal funding pieces remaining, FTA at $1,150,000 and FHWA (HPP) at $435,000 would be applied for once a Federal FY09 budget is in place. The EOT would provide the 20% match, $1,401,160 for all these Federal funds by September 2008.

e. Preliminary Engineering for Site Selection of Intermodal Parking Facility in the City of Newburyport

Preparations for PE/Site selection were underway at the end of Fiscal Year 2008. Similar in scope to the PE Study done in Haverhill, this study would analyze two sites for the location of an Intermodal Parking Facility. This PE effort will also analyze present bus service from Route 51 and the transit needs of the City. This analysis would be a key component in the PE effort.
FTA Grant MA-04-0029 in the amount of $380,714 would be filed by August 2008.
The EOT would award a contract for the 20% match by September 2008.
A Request for Proposal would be advertised in the Central Register, and proposals would be due October 2008. Consultant selection will then take place after this, and the PE Effort should be underway in January 2009.

3. Preliminary Engineering for Office/Maintenance Facility Renovations
Final Design has been underway since March 2008. In addition to creating additional office space, meeting and training rooms and storage, the HVAC and lighting systems would be replaced with more energy efficient units. The investigation into providing electric power through solar energy is also under review and evaluation. The Architect is DMJM Harris and oversight assistance to MVRTA is being provided by SEA Consultants. FTA Grant MA-90-X527 and the 20% match from the EOT have been in place since March 2008. Thirty percent (30%) plans would be submitted by July 2008. Other milestones include the submittal of 75% plans/cost estimate by December 2008.

4. Implementation of Other Capital Items
In addition to the projects described above the following projects were implemented during the fiscal year and the availability of State funding through the RTA Capital Assistance Program assisted in matching the Federal Funds that were used for these projects:

a. Purchased and placed into service three (3) new Model Year 2007 Gillig Low-floor transit buses.

B. Planning Program

1. Metropolitan Planning/MPO Process
Provided input, review and comment on various planning documents including the Unified Planning Work Program, six year Transportation Improvement Program. MPO meetings were also attended during the fiscal year.

2. State Wide Public Transit Process
   During the fiscal year the MVRTA participated in meetings of the Massachusetts Association of Regional Transit Authorities that covered such issues as State funding of Public Transportation, tort liability protection, preparing a legislative report on RTA programs and services, and transportation reform.

C. Marketing Program

a. Website Redesign

During the last quarter of the Fiscal Year, a Request for Proposal was issued to retain the services of a consultant to assist in redesigning the Authority's website. Proposals would be due in early FY2009 and the project would be underway by 9/1/09 and completed by 11/30/09.

b. The following activities were undertaken during the fiscal year:

1. Marketed Summer Service Route 83 Salisbury/Hampton Beach
2. Continued to promote on board bus advertising
3. Promoted the Boston Commuter Bus Service
4. Participated in Informational sessions regarding how to use MVRTA services
5. Distributed Information on Transit Safety and Security
6. Promoted Patricia McGovern Transportation Center.
7. Continued to promote expanded bus service frequencies implemented on Lawrence-based Bus Routes in FY 06

D. Service Information

Information on all MVRTA Services is available at www.mvrta.com

FY 2009 Program

The following activities would be undertaken during FY 2009:

I. Administration

Complete all administrative activities including such items as FY2008 Annual Report, FY 2008 Annual Audit, adoption of FY 2010 Annual Budget, filing of required FTA applications, and complete borrowings to finance operations.

II. Capital

Complete projects under received capital grants, update the five-year capital plan, complete final design of Amesbury Transportation Center project and begin construction, complete final design of the Lawrence Gateway Project and begin construction and initiate final design for the Intermodal Transit Parking Facility for Haverhill, initiate preliminary engineering study for site location of Newburyport Intermodal Parking Facility.

III. Marketing

Undertake research to identify target markets for service, improve community awareness services, and complete the redesign of the Authority's website.

IV. Special Projects

Complete final design for future improvements to the MVRTA Office/Operations/Maintenance Facility.

APPENDIX A

Overview of the MVRTA

OVERVIEW OF MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

1. INTRODUCTION

In addition to the Massachusetts Bay Transportation Authority (MBTA), which provides public transportation to the Greater Boston area, public transportation in Massachusetts is provided by a network of 15 Regional Transit Authorities (RTAs) enabled in 1974 with the passage of Chapter 161B of the Massachusetts General Laws. RTA's are body politics and political subdivisions of the Commonwealth. Chapter 161B defines the overall structure and functioning of MVRTA. The Merrimack Valley Regional Transit Authority (MVRTA) was established on October 11, 1974. It was one of the original transit authorities created by Chapter 161B of the Massachusetts General Laws.

MVRTA began service in Fiscal Year 1976 in the City of Haverhill and expanded over the next three years to include the City of Lawrence and the Towns of North Andover, Methuen, and Andover. Ten neighboring communities (Boxford, Groveland, Merrimac, Newbury, Rowley, Amesbury, Newburyport, West Newbury, Salisbury and Georgetown) have since joined the Authority. Presently, the communities of Haverhill, Lawrence, Andover, North Andover, Methuen, Merrimac, Amesbury, Newburyport, Boxford, Groveland, Salisbury, Georgetown and West Newbury receive service.

II. IMPORTANT FEATURES OF THE MVRTA

There are several innovative features incorporated into the original legislation that provide for local control in the development of the local service design and a cooperative working relationship between MVRTA and private transportation providers. These important features are described below.

A. Self-Selecting Membership

Cities and towns are free to choose to join or not join MVRTA. Member communities can also vote to withdraw from MVRTA or switch to another Authority. This discontinuation or change in membership can be made by a vote of residents at a regular election. It should be noted, though, that while this option exists, no community has actually felt the need to withdraw from MVRTA. This ability to fully control community participation in MVRTA makes each community much more comfortable with the commitment required.

B. Local Control of Service Design and Community Assessments

In addition to being able to control their membership in MVRTA, cities and towns also determine the type and level of service they receive. As appropriate, communities can request fixed route service, paratransit service, or both, and can specify the days and hours of operation and other level of service features. Member communities therefore pay only for the service they specifically request. Communities may even elect to receive no service and be assessed no share of operating costs.

Cities and towns under Chapter 161B are represented by an Advisory Board comprised of Mayors, Town Managers, Chairmen of the Board of Selectmen or their designee. (For ease of reference, "the Executive"). Request for changes in service, how much service and other service features are made by the "Executive" and communicated to the Administrator. The Advisory Board has the statutory responsibility that addresses local control and service costs: approve annual budget, approve changes in fares, and approve substantial changes in service.

The day to day affairs of the Authority are managed by the Administrator who serves as Chief Executive Officer. Originally under 161B, cities and towns could be members, receive no service and be assessed no costs. However, as stated on Page 11, the MBTA forward funding legislation has changed this feature.

C. Requirement for Contracted Operations

Chapter 161B also requires MVRTA to contract for the operation of service. This requirement has also fostered competition in the contracting for service delivery. Typically, every five years the management and operation of fixed route service and paratransit is competitively purchased.

The MVRTA uses a Transit Management model in which a contract with a national Transit Management company, First Transit, Inc., is in place. First Transit has established two (2) operating companies, Merrimack Valley Area Transportation Company (MVATC) for bus service and Special Transportation Services (STS) for van service. A six (6) person First Transit Management Team oversees day to day operations of both bus and van operations.

Bus and van operators, mechanics, supervisors, and radio control personnel are employees of these operating companies. Mechanics, supervisors, and radio control personnel maintain and supervise both bus and van operations.

The Authority staff consists of three (3) individuals.

D. MVRTA Funding

MVRTA services are funded by a combination of federal, state and local subsidies and revenues generated from fares and other miscellaneous sources such as advertising on transit vehicles. The primary sources of public capital and operating funds which are currently utilized by the MVRTA are described briefly below, along with the mechanism by which state and local funds are distributed to the MVRTA.

1. Federal Funding – Capital Assistance

   The federal government funds public transportation services through a number of discretionary and formula grant programs.

   a. USC Sec. 5307: Urbanized Area Formula Program
   Capital funds are provided for the purchase of vehicles and equipment, and the construction and rehabilitation of garages, terminals and other facilities. Capital funds may be used to subsidize preventive maintenance costs and the cost associated with Americans with Disabilities Act Service. These grants provide up to 80% of the costs of

a capital project and for preventive maintenance and ADA expenses; the remaining costs of a capital project are required to come from non-federal sources.
Section 5307 is the principal source of federal assistance for MVRTA.

b. *USC Sec. 5311: Rural Formula Program*
Section 5311 makes operating funds available to provide public transportation services in small urban or non-urbanized areas within the MVRTA district and account for a small portion of Federal funding of these services.

2. State and Local Funding – Operating Assistance

MGL Chapter 161B established the mechanism for state and local funding of MVRTA services.

a. *Net Cost of Service*
At the close of each fiscal year, the amount remaining after the deduction of federal assistance, farebox revenue, and income from other sources such as advertising on vehicles from MVRTA's operating expenses is known as the "net cost of service." Chapter 161B originally provided for an even division of the annual net cost of service between the Commonwealth and the local cities and towns that receive service. In 1983, the maximum state share of MVRTA's net cost of service was increased to 66.7%; in 1986, the maximum state share was increased to its present level of 75 percent.

Because the state and local funds are paid to MVRTA to fund the previous year's service, and because federal funds do not usually become available until some point in the middle of the fiscal year to which they apply, MVRTA needs to issue short-term Revenue Anticipation Notes (RANs) to fund current operations.

The state share is paid to MVRTA through what is knows as State Contract Assistance. An advance payment of 90% of MVRTA's estimated contract assistance is made shortly after the close of the fiscal year. The remaining 10% is not paid until the completion and review of a certified audit. Contract assistance is appropriated annually by the State Legislature. In FY1992, the state budget legislation instituted a restriction on FY1992 operating expenditures to 105% of FY1991 operating expenditures. In FY1994, this "operating cap" was reduced to 102% of the previous year's expenses. In FY1995 state budget, federal, private and additional non-state revenues were excluded from the cap calculation. An exemption from this cap for paratransit services which MVRTA provided in order to comply with the federal Americans with Disabilities Act (ADA) was obtained in FY1995. The maximum annual growth for all other services is 2.5%.

The local share of the MVRTA's net cost of service, which is financed through property tax revenues, is assessed upon the member cities and towns by the State Treasurer, and then deducted from the distribution of local aid made by the State Comptroller to the communities through the "cherry sheets." Proposition 2 ½ limits the growth in local assessments to 2.5% of the previous year's assessments, excluding any increase due to the institution of new services.

When the MBTA "forward funding" legislation was passed in calendar year 2000, the MBTA District was expanded to include 190 cities and towns. This expanded district includes all Merrimack Valley communities. This expansion was designed to broaden the assessment base of the MBTA. Included in this legislation, however, was the provision that a 100% credit be given by the MBTA to any community within a RTA district receiving RTA services. As an example, in FY 2007 Community A has a RTA assessment of $100 and a MBTA assessment of $50, then Community A receives a 100% credit and no MBTA assessment. Conversely, Community B has a RTA assessment of $100 but a MBTA assessment of $150, then Community B receives a credit for $100, and pays the MBTA $50. However, in Community B's case, there is the option to add $50 more of MVRTA service and receive the 100% credit.

As explained here, if the MVRTA assessment of a city or town is reduced, its' MBTA assessment will increase. There is, in essence, no savings to a city or town in reducing service received from the MVRTA.

b. State Funding – Capital Assistance

State assistance for MVRTA capital projects is available through two programs financed with state transportation bond funds: the Regional Transit Authority Capital Assistance program (RTACAP) and the Intermodal Center Program (ITC).

RTACAP, which was begun in 1986, funds projects such as the purchase or rehabilitation of vehicles and the construction or renovation of facilities. ITC, which was begun in 1998, funds the design and construction of Intermodal Transportation Centers. Funds are awarded by the Executive Office of Transportation (EOT), based on program applications and the annual limit on the Secretariat's capital expenditures. MVRTA, with access to federal capital assistance, has used RTACAP and ITC funds to provide the non-federal share (typically 20%) of capital projects.

Additional Information

1. Budget and Assessment

MVRTA Actual Expense for FY 2008:

		% of Total
Administration	*$ 311,016*	*2.7%*
Service	*$10,996,988*	*94.1%*
Interest Expense	*$ 377,109*	*3.2%*
	$11,685,113	

2. All MVRTA Transit buses meet EPA standards for diesel emissions. In calendar 2001, low sulphur diesel fuel was used and in calendar 2006, the switch to ultra low sulphur diesel fuel was completed. Three buses delivered in June 2007are equipped with diesel particulate filters. In September 2009, eight (8) new buses will be delivered, six(6) powered with clean diesel technology, and two (2) powered with diesel / electric technology (hybrid bus).

III. Description of Services

The MVRTA provides several types of transportation service for its member communities. This includes fixed route service, paratransit service for seniors and persons with disabilities, and a seasonal bus route to Salisbury and Hampton Beach. Each of these services is described below.

A. Local Fixed Route Bus Service

The MVRTA fixed route bus system is comprised of 23 routes serving the communities of Lawrence, Haverhill, Methuen, Andover, North Andover, Merrimac, Amesbury, and Newburyport. Five different types of fixed route service are provided, as follows:

- 17 local routes
- 3 intercity (Newburyport/Haverhill; Haverhill/Lawrence; Lawrence/Lowell)
- 1 seasonal route (Lawrence, Methuen, Haverhill, Merrimac, Amesbury to Salisbury and Hampton Beach).
- 2 weekday employment routes in Lawrence and Haverhill providing service to major employers such as Raytheon and the IRS.

With the exception of the special employment runs, fixed route service is operated Monday through Saturday. On weekdays, twelve (12) Lawrence-based routes operate between 5:00 a.m. and 8:00 p.m. and six (6) Haverhill-based routes operate between 6:10 a.m. and 5:30 p.m. On Saturdays, twelve (12) Lawrence-based routes operate between 7:00 a.m. and 7:00 p.m. and run until between 5:00 to 7:00 p.m. while Haverhill-based routes operate between 8:00 a.m. and 5:00 p.m.

Currently, service is not offered on 11 holidays. These include New Year's Day, Martin Luther King Day, Presidents' Day, Patriots' Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans' Day, Thanksgiving, and Christmas.

Service frequency on weekdays is provided at twenty-five minute peak hour (5:00 a.m. – 9:00 a.m. and 2:00 p.m. – 6:00 p.m.) and forty-five minute off-peak frequency, (9:00 a.m. – 2:00 p.m. and 6:00 p.m. – 8:00 p.m.) on 12 Lawrence-based routes and on the intercity routes between Lowell, Lawrence, and Haverhill. Haverhill-based routes, as well as the intercity route between Haverhill and Newburyport, operate on 60 or 70 minute frequencies. On Saturdays, Lawrence-based routes operate on a 45 minute frequency while Haverhill-based routes operate on an 80 minute frequency.

The MVRTA was one of the first transit authorities in the state to embrace the idea of providing fixed route bus service that is accessible to persons with disabilities. Long before the 1990 Americans with Disabilities Act, the MVRTA committed to purchasing buses that were wheelchair-lift equipped. As a result, starting in 1988, all of the MVRTA's fixed route buses have been lift-equipped, and the service is fully accessible to persons with disabilities.

B. Transportation For Seniors And Persons With Disabilities

To better serve persons with disabilities who are unable to use fixed route bus service and for senior citizens, the MVRTA offers EZ Trans Service, a shared-ride van service.

C. Ring and Ride Service

This flexible service is provided in the towns of Salisbury, Georgetown, Groveland, Boxford and West Newbury and serves the general population and persons over 60, respectively, depending on the community.

D. Ring and Ride Route 42, 22, and 51

This flexible service is provided along former bus Routes 42 in Methuen and 22 in Andover and a portion of Route 51 in Newburyport.

E. Commuter Bus Service to Boston

Commuter Bus Service from the Methuen Park and Ride, McGovern Transportation Center in Lawrence, and Shawsheen Square, and Faith Lutheran Park and Ride in Andover to Boston is provided on weekdays with three inbound and three outbound trips. Buses leave the Methuen Park & Ride at 6:00, 6:30, and 7:00 a.m. and return from Boston at 5:00, 5:30, and 6:00 p.m

APPENDIX B

Service Summary

I. Service Summary

A. Local Bus Service

1. Communities Served:
   Haverhill, Lawrence, Methuen, Andover, North Andover, Amesbury, Newburyport, Merrimac

2. Service Information

		Actual	**Projected**
		FY 2008	**FY 2009**
1.	Number of buses	46	46
2.	Number of buses with wheelchair lifts	46	46
3.	Number of buses in service		
	Weekdays (peak hours)	38	38
	Saturdays	20	20
4.	Revenue miles	1,456,074	1,456,074
5.	Revenue hours	117,047	117,047
6.	Number of passengers	2,486,861	2,536,598

TABLE 1-1

Merrimack Valley Regional Transit Authority

Route Descriptions

Route	Between	And
Haverhill-Based Routes		
13 North Avenue / Main Street	Washington Square Transit Station	Stateline Plaza
14 Ward Hill / Bradford	Washington Square Transit Station	Farrwood Drive
15 Hilldale Avenue / Westgate Plaza	Washington Square Transit Station	Westgate Plaza (Market Basket)
16 Westgate Plaza / Washington St.	Washington Square Transit Station	Westgate Plaza (Market Basket)
18 Riverside	Washington Square Transit Station	River's Edge Plaza (Bldg. 19)
19 Summer St. / Westgate Plaza	Washington Square Transit Station	Westgate Plaza (Market Basket)
51 Haverhill /Merrimac/Amesbury/Newburyport	Washington Square Transit Station	Custom House (Parking Lot) Nbpt
Lawrence-Based Routes		
01 Haverhill/Methuen/Lawrence	Buckley Transportation Center	Washington Square Transit Station
21 Andover Shuttle	Senior Center	YMCA
32 Andover	Buckley Transportation Center	Main and School St.
33 North Andover	Buckley Transportation Center	Chickering Road/Peters Street
34 Prospect Hill/Lawrence General Hospital	Buckley Transportation Center	Allston and Marston
35 Water Street	Buckley Transportation Center	Sawyer and Lowell
36 Lawrence Street/ Holy Family Hospital	Buckley Transportation Center	Holy Family Hospital
37 Beacon Street	Buckley Transportation Center	Glenn and Shepard
38 Hampshire Street	Buckley Transportation Center	Holy Family Hospital
39A Colonial Heights/North Andover Mall	Buckley Transportation Center	Woodridge Housing, No.Andover
39B Phillips Street/North Andover Mall	Buckley Transportation Center	No.Andover Mall (Market Basket)
40 Methuen Square	Buckley Transportation Center	Mystic Street
41 Lawrence / Lowell	Buckley Transportation Center	Kennedy Transfer Center
Employment Routes		
Haverhill Employment Service	Washington Square Transit Station	Internal Revenue Service and Raytheon
Lawrence Employment Service	Buckley Transportation Center	Internal Revenue Service and Raytheon
Summer Route		
83 Salisbury Beach	Buckley Transportation Center	Salisbury Beach, Hampton Beach

TABLE 1-2

Merrimack Valley Regional Transit Authority

SPAN OF SERVICE

	Weekday		Saturday	
Haverhill-Based Routes	Start	End	Start	End
13 North Avenue / Main Street	5:10 AM	6:50 PM	7:40 AM	5:55 PM
14 Ward Hill / Bradford	5:50 AM	5:57 PM	8:20 AM	5:07 PM
16 Westgate Plaza / Washington St.	5:30 AM	6:38 PM	8:40 AM	5:13 PM
18 Riverside	5:40 AM	6:59 PM	9:00 AM	5:50 PM
19 Summer St. / Westgate Plaza	5:25 AM	6:03 PM	8:20 AM	5:15 PM
51 Haverhill /Merrimac/Amesbury/Newburyport	5:20 AM	7:52 PM	9:00 AM	7:22 PM
Lawrence-Based Routes				
01 Haverhill/Methuen/Lawrence	5:00 AM	8:00 PM	7:00 AM	7:00 PM
21 Andover Shuttle	7:00 AM	7:00 PM	NO	SERVICE
32 Andover	5:00 AM	8:00 PM	7:00 AM	7:00 PM
33 North Andover	5:00 AM	8:00 PM	7:00 AM	7:00 PM
34 Prospect Hill/Lawrence General Hospital	5:00 AM	8:00 PM	7:00 AM	7:00 PM
35 Water Street	5:00 AM	8:00 PM	7:00 AM	7:00 PM
36 Lawrence Street/ Holy Family Hospital	5:00 AM	8:00 PM	7:00 AM	7:00 PM
37 Beacon Street	5:00 AM	8:00 PM	7:00 AM	7:00 PM
38 Hampshire Street	5:00 AM	8:00 PM	7:00 AM	7:00 PM
39A Colonial Heights/North Andover Mall	5:00 AM	8:00 PM	7:00 AM	7:00 PM
39B Phillips Street/North Andover Mall	5:00 AM	8:00 PM	7:00 AM	7:00 PM
40 Methuen Square	5:00 AM	8:00 PM	7:00 AM	7:00 PM
41 Lawrence / Lowell	5:00 AM	8:00 PM	7:00 AM	7:00 PM
Employment Routes				
Haverhill Employment Service	5:50 AM	4:05 PM	NO	SERVICE
Lawrence Employment Service	5:55 AM	4:55 PM	NO	SERVICE
Summer Route				
83 Salisbury Beach	8:15 Am 10:45Am	1:50 Pm 4:20 Pm	Same	Same

TABLE 1-3

Merrimack Valley Regional Transit Authority

FREQUENCY OF SERVICE (Minutes)

	Weekday			
Haverhill-Based Routes	AM Peak	Midday	PM Peak	Saturday
13 North Avenue / Main Street	60	60	60	80
14 Ward Hill / Bradford	60	60	60	80
16 Westgate Plaza / Washington St.	60	60	60	80
18 Riverside	60	60	60	80
19 Summer St. / Westgate Plaza	60	60	60	80
51 Haverhill /Merrimac/Amesbury./Newburyport	60	60	60	90
Lawrence-Based Routes				
01 Haverhill/Methuen/Lawrence	20	45	20	45
21 Andover Shuttle	60	60	60	No Service
32 Andover	20	45	20	45
33 North Andover	20	45	20	45
34 Prospect Hill/Lawrence General Hospital	20	45	20	45
35 Water Street	20	45	20	45
36 Lawrence Street/ Holy Family Hospital	20	45	20	45
37 Beacon Street	20	45	20	45
38 Hampshire Street	20	45	20	45
39A Colonial Heights/North Andover Mall	20	45	20	45
39B Phillips Street/North Andover Mall	20	45	20	45
40 Methuen Square	20	45	20	45
41 Lawrence / Lowell	20	45	20	45
Employment Routes				
Haverhill Employment Service	65		60	No Service
Lawrence Employment Service	65		60	No Service
Summer Route				
83 Salisbury Beach	8:15 Am 10:45Am		1:50 Pm 4:20 Pm	Same

TABLE 1-4	
Merrimack Valley Regional Transit Authority	
Bus Route Interline Patterns	
Route	**Interlined with Route**
Haverhill-Based Routes via Washington Square Transit Station	
13 North Avenue / Main Street	19 Summer Street/Westgate Plaza (*Route 14 on Saturday)*
14 Ward Hill / Bradford	*13 North Avenue/Main Street (only on Saturday)*
15 Hilldale Avenue / Westgate Plaza	16 Westgate Plaza/ Washington Street (*Route 19 on Saturday*)
16 Westgate Plaza / Washington St.	15 Hilldale Avenue/Westgate Plaza (*Route 18 on Saturday*)
18 Riverside	13 North Avenue/Main Street (*Route 16 on Saturday*)
19 Summer St. / Westgate Plaza	18 Riverside (*Route 15 on Saturday*)
51 Haverhill /Merrimac/Amesbury/Newburyport	Operates via Washington Square Transit Station; not interlined.
Lawrence-Based Routes via Buckley Transportation Center	
01 Haverhill/Methuen/Lawrence	41 Lawrence- Lowell (Same on Saturday)
21 Andover Shuttle	This route is not interlined (No Service on Saturday)
32 Andover	36 Lawrence Street/Holy Family Hospital (same on Saturday)
33 North Andover	35 Water Street (same on Saturday)
34 Prospect Hill/Lawrence General Hospital	37 Beacon Street (only on Saturday)
35 Water Street	33 North Andover (same on Saturday)
36 Lawrence Street/ Holy Family Hospital	32 Andover (same on Saturday)
37 Beacon Street	*34 Prospect Hill (Same on Saturdays)*
38 Hampshire Street	39A Colonial Heights/North Andover Mall (same on Saturday)
39A Colonial Heights/North Andover Mall	38 Hampshire Street (same on Saturday)
39B Phillips Street/North Andover Mall	40 Methuen Square (same on Saturday)
40 Methuen Square	39B Phillips Street/North Andover Mall (same on Saturday)
41 Lawrence / Lowell	01 Haverhill/Methuen/Lawrence
	(Same on Saturday)
Employment Routes	
Haverhill Employment Service	This route is not interlined
Lawrence Employment Service	This route is not interlined
Summer Route	
83 Salisbury Beach	This route is not interlined

3. Ridership By Route FY 2004 – FY 2008 follows.

RIDERSHIP COMPARISON BY GROUP

	ROUTE	FY 04	FY 05	FY 06	FY 07	FY 08
Haverhill Based Routes	13 North Ave./ Main Street	40,388	42,622	42,933	38,146	43,383
	14 Ward Hill/ Bradford	19,493	24,944	26,284	25,087	27,014
	15 Hilldale Ave./Westgate Plaza	35,801	42,239	47,773	42,450	40,297
	16 Westgate Plaza/Washington Street	26,694	30,062	32,967	31,774	34,454
	18 Riverside	28,201	31,735	33,911	31,346	35,203
	19 Summer Street/Westgate Plaza	18,279	17,526	17,384	16,667	22,392
	51 Haverhill/Merrimac/Amesbury/Newburyport	113,534	119,135	130,863	127,317	125,342
		282,390	**308,263**	**332,115**	**312,787**	**328,085**
Lawrence Based Routes	01 NECC/Haverhill/Methuen/Haverhill	263,223	270,284	301,143	328,794	406,551
	32 Andover	96,991	108,604	117,279	133,370	127,615
	33 North Andover	48,444	53,044	54,610	74,069	92,816
	34 Prospect Hill	97,693	99,830	116,808	127,227	137,629
	35 Water Street	54,544	66,859	95,808	127,664	147,221
	36 Lawrence Street/Holy Family Hospital	61,027	61,987	73,874	83,620	111,376
	37 Beacon Street	122,843	122,976	143,321	153,732	171,627
	38 Hampshire Street	55,507	59,608	71,550	82,917	103,711
	39A Colonial Heights/No. Andover Mall	84,042	87,168	101,458	113,835	135,981
	39B Philips Street/No. Andover Mall	130,986	159,444	176,848	200,807	281,781
	40 Methuen Square	80,419	88,086	98,574	107,551	135,904
	41 Lawrence/Lowell	189,856	200,121	217,864	228,603	263,607
		1,285,575	**1,378,011**	**1,569,137**	**1,762,189**	**2,115,819**
Employment Routes	Haverhill	2,674	3,117	2,239	1,750	2,573
	Lawrence	5,276	5,027	6,172	5,691	7,034
		7,950	**8,144**	**8,411**	**7,441**	**9,607**
Andover Route	21 Andover Shuttle	22,458	28,293	28,119	16,992	28,576
Summer Route	83 Salisbury/Hampton Beaches	3,806	4,418	4,493	4,013	4,774
	TOTAL	**1,602,179**	**1,727,129**	**1,942,275**	**2,103,422**	**2,486,861**

	ADA					NON-ADA				
	FY04	**FY05**	**FY06**	**FY07**	**FY08**	**FY04**	**FY05**	**FY06**	**FY07**	**FY08**
Amesbury	1,951	1,630	1,597	2,336	2,515	851	797	481	561	519
Andover	3,826	3,632	3,843	4,056	3,201	1,049	1,115	1,029	517	605
Haverhill	7,485	5,536	6,672	7,679	7,769	1,180	928	812	840	1,105
Lawrence	7,404	5,592	5,325	6,264	6,832	2,041	1,454	1,197	1,400	1,381
Merrimac	151	401	607	382	283	2	60	0	0	2
Methuen	12,303	9,921	10,952	11,474	11,975	7,435	7,781	8,174	6,894	6,399
Newburyport	967	870	1,018	515	646	6	42	0	6	95
N. Andover	4,074	3,156	4,458	3,795	3,739	2,305	1,790	1,784	1,447	1,392
TOTALS	**38,161**	**30,738**	**34,472**	**36,501**	**36,960**	**14,869**	**13,967**	**13,477**	**11,665**	**11,498**

TOTAL ADA / NON-ADA

	FY04	**FY05**	**FY06**	**FY07**	**FY08**
Amesbury	2,802	2,427	2,078	2,897	3,034
Andover	4,875	4,747	4,872	4,573	3,806
Haverhill	8,665	6,464	7,484	8,519	8,874
Lawrence	9,445	7,046	6,522	7,664	8,213
Merrimac	153	461	607	382	285
Methuen	19,738	17,702	19,126	18,368	18,374
Newburyport	973	912	1,018	521	741
N. Andover	6,379	4,946	6,242	5,242	5,131
TOTALS	**53,030**	**44,705**	**47,949**	**48,166**	**48,458**

C. Boston Commuter Bus

	FY 2004	**FY 2005**	**FY 2006 (1)**	**FY 2007**	**FY 2008**
Weekdays of Service	251	253	250	250	251
Revenue Hours	3,514	3,542	4,200	5,271	5,229
Revenue Miles	35,140	35,420	42,000	52,710	52,290
Passengers	25,019	25,972	32,257	33,122	37,956

Note: (1) October 2005 schedule increases from two to three inbound / two outbound to three inbound / three outbound trips

D. Ring and Ride

SERVICE	FY 04	FY 05	FY06	FY 07	FY 08
Salisbury	2,426	3,434	3,736	4,919	5,910
Georgetown	847	1,282	1,071	1,172	1,352
Groveland	--	390 (1)	909	1,058	1,217
Boxford	--	251 (2)	331	172	212
West Newbury	--	242 (3)	212	194	399
Rte 42	1,184	977	1,051	861	695
Rte 22	5	93	0	0	2
Note: (1) 9/13/04 – 6/30/05 (2) 9/20/04 – 6/30/05 (3) 12/20/04 – 6/30/05					

Service	Fare Category	FY 2008 Fare Structure	FY 2009 Fare Structure
Bus		(one way)	(one way)
	Full Fare	$ 1.00	$ 1.00
	Senior Citizens Age 60 and over	$ .50	$ .50
	Transportation Disabled	$ .50	$ .50
	Students – ages 13-17		
	On school days from		
	7–8:30 a.m. and 2-3:30 p.m.	$ .50	$ .50
	Children – ages 6-12	$ .50	$ .50
	Children – ages 5 and under		
	With an adult	Free	Free
	Transfers	Free	Free
	Passes	**Cost**	**Cost**
	10 Ride Full Fare	$ 9.00	$ 9.00
	10 Ride Half Fare	$ 4.50	$ 4.50
	20 Ride Full Fare	$18.00	$18.00
	20 Ride Half Fare	$ 9.00	$ 9.00
	Full Fare All Day Pass	$2.50	$2.50
	Half Fare All Day Pass	$1.25	$1.25
	Monthly Pass (Unlimited Rides)	**Cost of Pass**	**Cost of Pass**
	31 Day Full Fare	$ 27.00	$ 27.00
	31 Day Half Fare	$13.00	$13.00

NON ADA
EZ TRANS FARE MATRIX
EFFECTIVE 7/1/02
CASH FARE (One Way)

	Hav	Law	Meth	And.	No. And.	Ames.	Nbpt	Merrimac
Haverhill	3.00	5.00	5.00	5.00	5.00	5.00	5.00	3.00
Lawrence	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
Methuen	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
Andover	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
No. Andover	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
Amesbury	5.00	9.00	9.00	9.00	9.00	3.00	3.00	5.00
Newburyport	5.00	9.00	9.00	9.00	9.00	3.00	3.00	5.00
Merrimac	3.00	5.00	5.00	5.00	5.00	5.00	5.00	3.00

Zone A: Lawrence, Methuen, Andover, No. Andover
Zone B: Haverhill, Merrimac
Zone C: Amesbury, Newburyport

C. Ring & Ride

1. Rte. 42 West Methuen Ring & Ride Service, Rte. 22 Andover/Ballardvale — $2.00 — $2.00

2. Ring & Ride Service: Salisbury, Groveland Boxford, West Newbury — $2.00 — $2.00

APPENDIX C

PROGRAM FOR MASS TRANSPORTATION

A. **Bus Service**

Various improvements have been identified for the Fixed Route Bus Service provided to member cities and towns. Available financing will be secured before these improvements are implemented.

Service Type	FY 2009	FY 2010
A. Expand Service Hours for Haverhill-based Routes		
1. Weekday: 5:00 a.m. to 8:00 p.m. Saturday 7:00am-7:00pm		**X**
B Reduce Frequency		
1. Start 45 min. service weekday; 45 min. service Saturday. Haverhill-based routes		**X**

B. **Elderly and Disabled Transportation**

Continue provision of ADA and Non – ADA service in MVRTA communities receiving fixed route service in FY 2009

C. **Boston Commuter Service**

Continue provision of service to Boston in FY 2009. Investigate feasibility of providing added service in FY 2010

D. **Ring and Ride**

Continue to provide this service and review during FY 2009